Southwark

Assessment objective

This Assessment aims to provide a structured evaluation of the need to introduce double yellow line on a junction.

It provides the evidence base for any recommendations that are progressed for decision making.

The well established guidelines given in the Highway Code states that motorists: **DO NOT** stop or park (Department of Transport capitals and bold print):-

- "anywhere you would prevent access for Emergency Services;
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;
- *in front of an entrance to a property;*
- on a bend"

--- Highway Code, 2007 edition, rule 243

The Council as a Highway Authority can only enforce such restrictions if there are visible double yellow lines and corresponding traffic orders which relate to each restriction.

Reasons for double yellow lines on junctions

- The Highway Code contains rules that apply to England, Scotland and Wales. The Code exists to reduce road casualties, we all share responsibility to cut the number of deaths and injuries that occur on our roads.
- Although failure to comply with the rules of The Highway Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability. This includes rules which use advisory wording such as 'should/should not' or 'do/do not'.
- Rule 243 says "do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"
- In the absence of yellow lines, the council does not have powers to enforce against vehicles parked dangerously on corners. The police retain that power but in practice they are unlikely to put resources into such enforcement, this led to the deciminilsation of parking offences in 1991. Since 1991, local traffic authorities have taken over such enforcement but can only do so when yellow lines have been installed.
- We install double yellow lines on junctions to act as a visual message of unsuitable parking locations. They are installed to improve visibility between motorists, pedestrians and cyclists and to facilitate the movement of traffic (eg in narrow roads and to allow vehicles to turn at junctions) <u>a duty placed upon the authority under the Traffic Management Act 2004.</u>
- As part of any public realm project we will consider how road safety can be improved. It provides an opportunity for the council to be proactive (and not reactive after a possible event, i.e a collision).
- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. As mentioned above, the council has no power to deal with motorists parking dangerously on corners without the presence of yellow lines.
- We acknowledge that parking may be at a premium, however, safety and access take priority over the possible loss of parking spaces.
- By introducing double yellow lines at junctions and at pedestrian dropped kerbs we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.

Southwark Council

Junction	Talfourd Road / Talfourd P			
Date	5 March 2013		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		TIME	11am – 12pm
Assessing engineer				
Site summary		Site sketch		
Road classification	Local street single		Te	$s \mid \mid \mid \mid \mid \mid$
	carriageway		1 1	
Speed limit	20 mph		L	2 Osprey F
Vehicles parked within 0-5m of junction	Yes			
Vehicles parked within	Yes			
5-10m of junction		TALFOURD ROAM		ACE
Features reducing	✓ Parking	FOL	TALFO	DURD PLACE
inter-visibility	x Wall / Fence			
, , , , , , , , , , , , , , , , , , ,	x Tree	97	æ	
	x Street furniture	- Z		
	x Other			
Dropped kerb(s) at	Yes			
junction(s)			ر هور ز	
Photo 1 (looking north)	Photo 2 (looking so	uth)	
Aerial photo (Date unk	nown)	Proposal		6 12 Osprey Ourd place

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Junction	Denman Road / Talfourd P			
Date	5 March 2013	Idle	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		TIME	11am – 12pm
Account of the second				
Site summary		Site sketch		
Road classification	Local street single		Τ.	
	carriageway			
Speed limit	20 mph			-
Vehicles parked within 0-5m of junction	Yes	TALF	DURD PLACE	
Vehicles parked within 5-10m of junction	Yes		a . 6	
Features reducing	✓ Parking		DENMAN ROAD	
inter-visibility	x Wall / Fence		MAN	S C C C C C C C C C C C C C C C C C C C
	x Tree		RO	i l t
	x Street furniture		B	
	x Other			il I t
Dropped kerb(s) at	No		11	
junction(s)			1 x	
Photo 1		Photo 2		
Aerial photo (Date unk				
Aeriai prioto (Date uni	(nown)	Proposal		
		TALF	DURD PLACE	Co PH

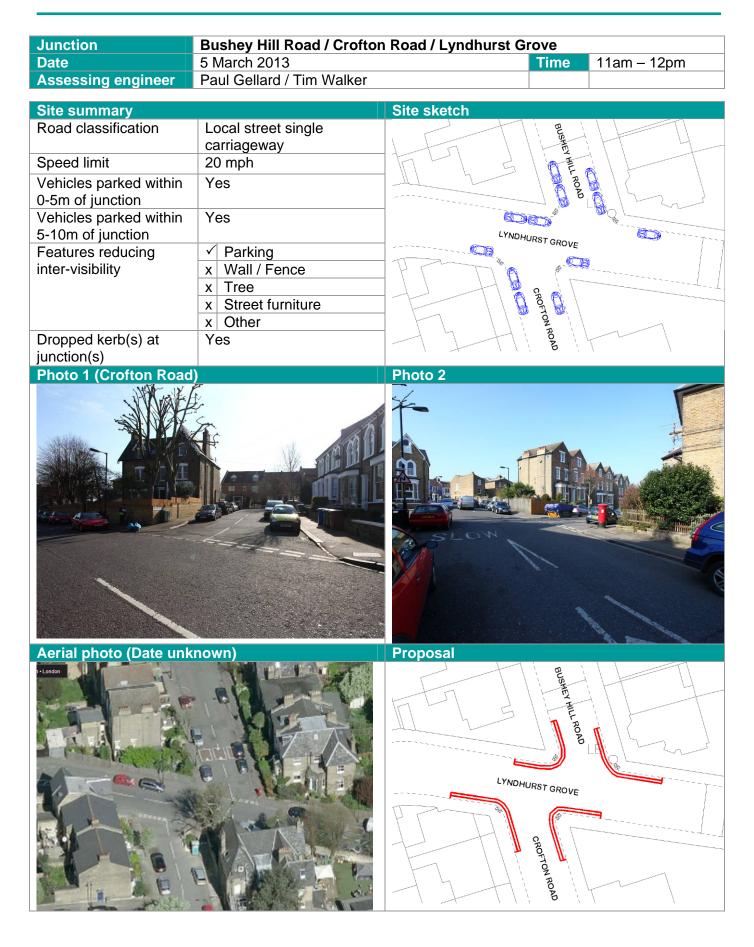
Council

lunction	Telfound Dood / Lyndhunot	Crove		
Junction Date	Talfourd Road / Lyndhurst 5 March 2013	Grove	Time	11.000
	Paul Gellard / Tim Walker		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single		11	T I
	carriageway			
Speed limit	20 mph			
Vehicles parked within	Yes			
0-5m of junction			TALFOURD ROAD	
Vehicles parked within	Yes		DR	
5-10m of junction			OAD	
Features reducing	✓ Parking			A STATE
inter-visibility	✓ Wall / Fence	Den"	<i>9</i> 7	
, , , , , , , , , , , , , , , , , , ,	x Tree			-115
	x Street furniture	_	YNDHURST (ROVL
	x Other	- Ľ	YND	
Dropped kerb(s) at	Yes	-		
junction(s)				
Photo 1	1 	Photo 2		
Aerial photo (Date unk	nown	Proposal		
			TALFOURD ROAD	GROVE

Council

lunction	Araphy Dood / Lyndhurot	Crovo		
Junction	Azenby Road / Lyndhurst	Grove	Time	110m 10nm
Date	5 March 2013 Paul Gellard / Tim Walker		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single	1		
	carriageway			
Speed limit	20 mph	LYNDHURST GROV	'E	6363
Vehicles parked within	Yes			
0-5m of junction		à la companya de la compa	N	
Vehicles parked within	Yes		de la companya de la comp	
5-10m of junction			Δ	• • • • • • • • • • • • • • • • • • •
Features reducing	✓ Parking		<i>(M</i>)	Clobe
inter-visibility	x Wall / Fence		Á	ATT
	x Tree		AZENBY RUM-	
	x Street furniture		NBY	
	x Other		RO	
Dropped kerb(s) at	Yes			8 in fr
junction(s)			11	i I - 11 - 1
Photo 1		Photo 2		
Aerial photo (Date unk	nown	Proposal		
		LYNDHURST G	ROVE	
				AZEMBY ROAD

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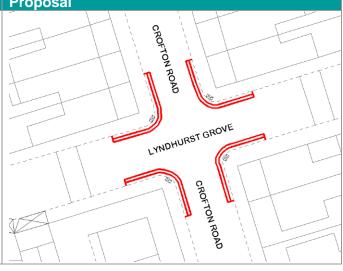
Junction	Crofton Road / Lyndhurst	Grove	
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		
0.1			
Site summary		Site sketch	
Road classification	Local street single		T T
	carriageway	ROCIE	11 ± 1
Speed limit	20 mph	CROFTON ROAD	H L
Vehicles parked within	Yes	JN ROD	
0-5m of junction		IT AB	
Vehicles parked within	Yes		Ø-Ø
5-10m of junction			NE
Features reducing	✓ Parking	LYNDHURST	GROVE
inter-visibility	x Wall / Fence		10 T
, ,	x Tree		
	x Street furniture		CROFTON ROAD
	x Other		
Dropped kerb(s) at	Yes		RO
junction(s)			B
,			
Photo 1 (looking west)		Photo 2 (looking east)	





Aerial photo (Date unknown)

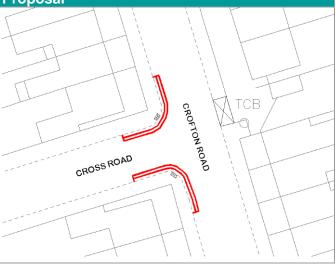




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Junction	Crofton Road / Cross Road	
Date	5 March 2013	Time 11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker	
Site summary		Site sketch
Road classification	Local street single	
	carriageway	
Speed limit	20 mph	
Vehicles parked within	Yes	
0-5m of junction Vehicles parked within	Yes	TCB
5-10m of junction		CROSS ROAD
Features reducing	✓ Parking	R
inter-visibility	x Wall / Fence	CROSS ROAD
	x Tree	
	x Street furniture	
S	x Other	
Dropped kerb(s) at	Yes	
junction(s) Photo		Photo 2
Aerial photo (Date unk	(nown)	Proposal

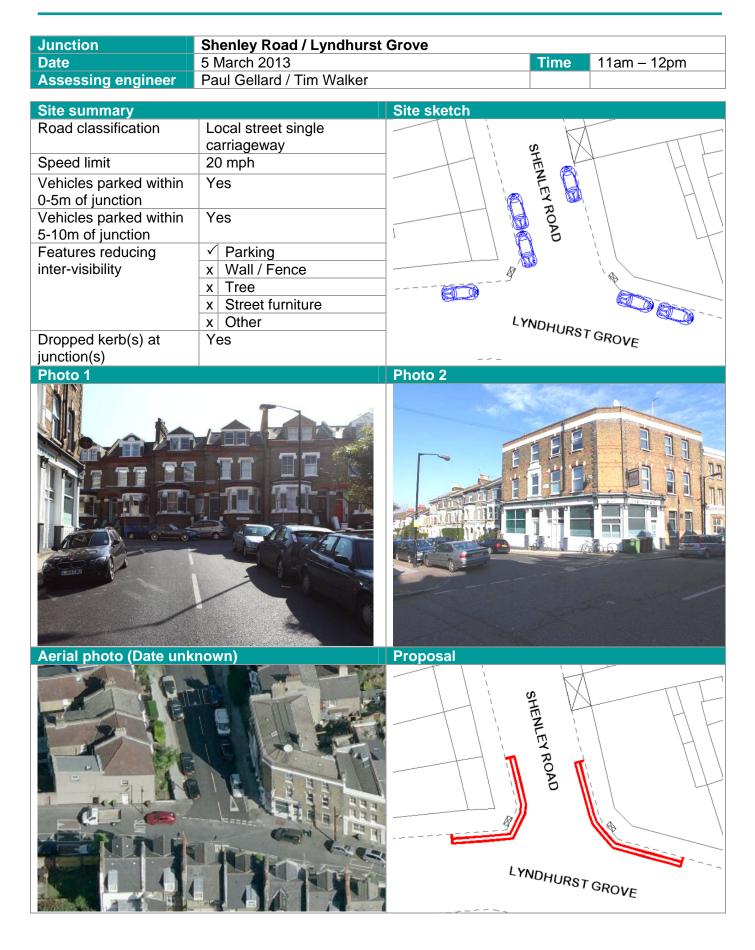




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Junction	Shenley Road / Cross Roa	nd		
Date	5 March 2013		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		TIME	
Assessing engineer				1
Site summary		Site sketch		
Road classification	Local street single	OSWYTH ROAD B	ITT	H
	carriageway	OSWYTH ROAD 3	IL	
Speed limit	20 mph	P		
Vehicles parked within	Yes			
0-5m of junction			- 🎇 I	
Vehicles parked within	Yes			- D .
5-10m of junction		It Hi	SHENLEY ROAD	GROSS ROAD
Features reducing	✓ Parking		ENLE	
inter-visibility	x Wall / Fence		Y RC	
	x Tree		્રે હ	T H
	x Street furniture			
	x Other		1	
Dropped kerb(s) at	No		1	
junction(s)		IT I		
Photo 1		Photo 2		
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		OSMALL STREET	Curles And	CROSS ROAD

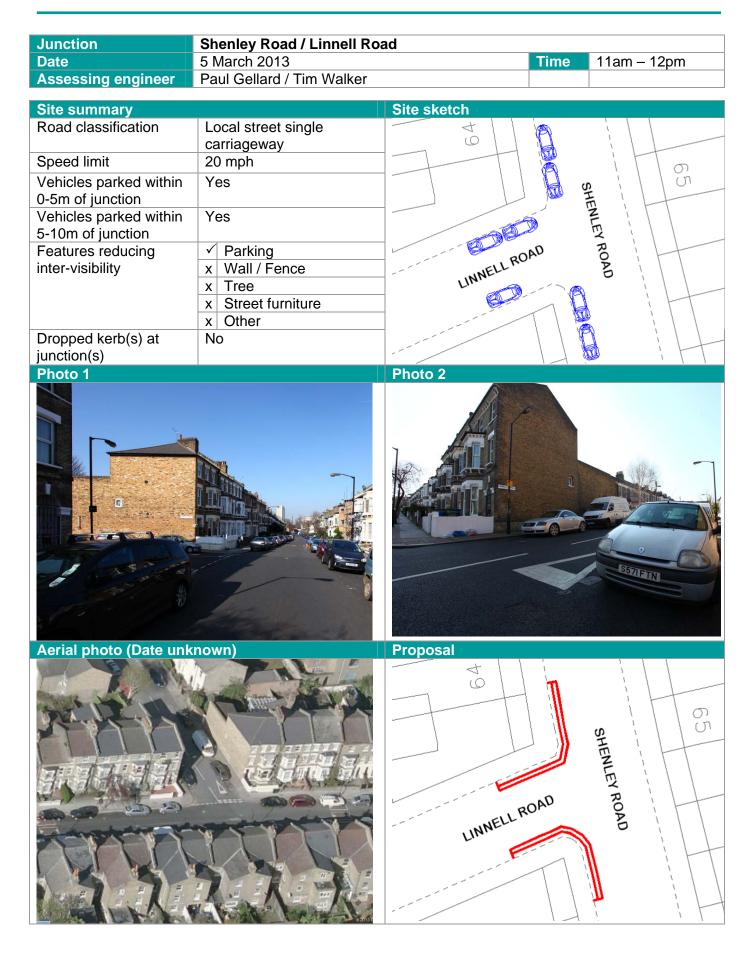
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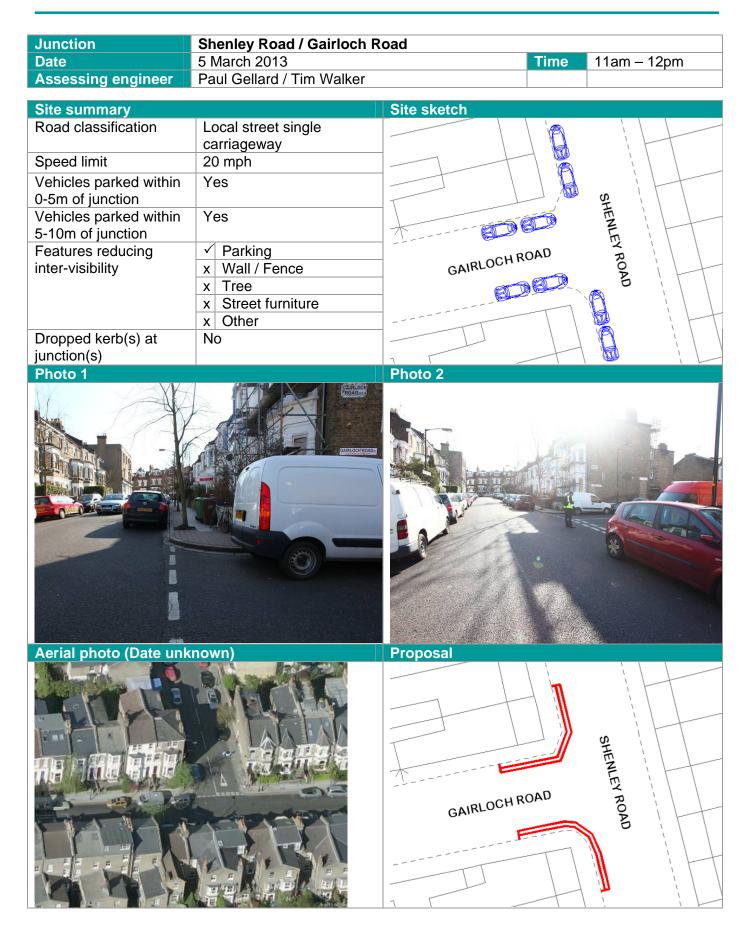
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lupotion	Shanley Deed / Osynth De			
Junction Date	Shenley Road / Oswyth Ro 5 March 2013		Timo	110m 10nm
	Paul Gellard / Tim Walker		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single		(A)	
	carriageway		Ø	
Speed limit	20 mph		P	ill
Vehicles parked within	Yes			SI
0-5m of junction				击
Vehicles parked within	Yes		D	
5-10m of junction			. 0	XA
Features reducing	✓ Parking	OSWYTH RO	μU	SHENLEY ROAD
inter-visibility	x Wall / Fence	OSW''		0
	x Tree			
	x Street furniture		TI	
	x Other			
Dropped kerb(s) at	No		H	
junction(s)			-11	
Photo 1		Photo 2		
Aerial photo (Date unk		Proposal		
		OSWYTHR	OAD	SHENLEY ROAD

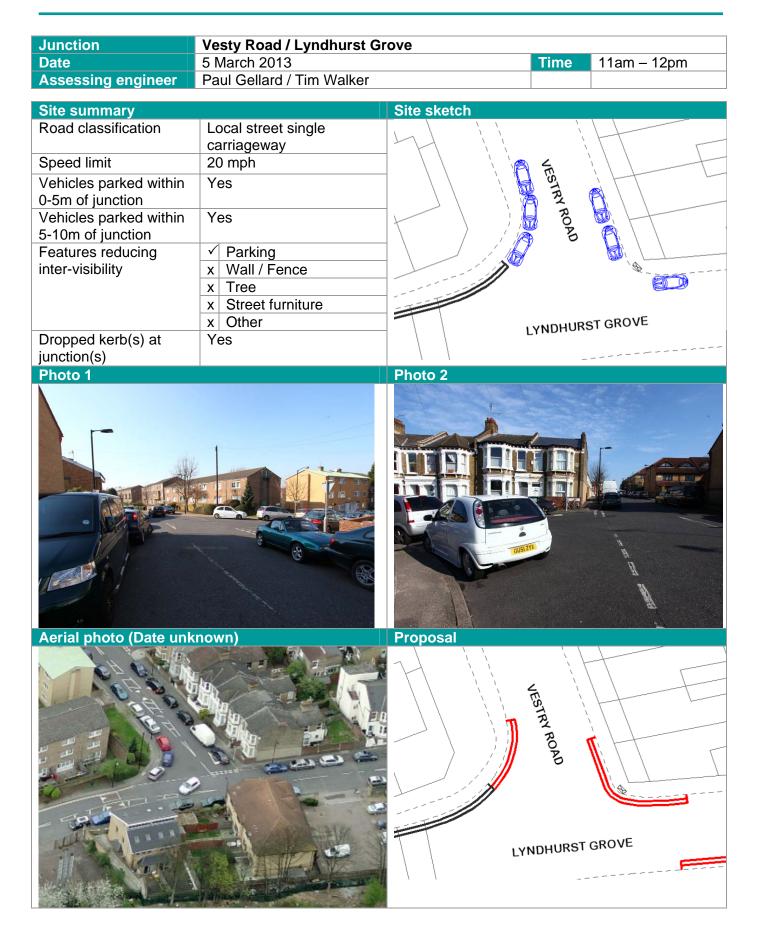
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Council

Junction	Vesty Road / Gairloch Roa	d		
Date	5 March 2013		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single			
	carriageway		T	
Speed limit	20 mph			SV
Vehicles parked within	Yes			
0-5m of junction	165	4		
Vehicles parked within	Yes	YE YE	6444	LOCH ROAD
5-10m of junction	103	STE	GAIRI	
Features reducing	✓ Parking	VESTRYROAD	8	Der Berger
inter-visibility	x Wall / Fence	ု ၂ ၂ ၂ ကို	6	
	x Tree	5	ITT	
	x Street furniture		R. \	
	x Other		H AN	+
Dropped kerb(s) at	Yes			
junction(s)	165			
Photo 1		Photo 2		\ \
Aerial photo (Date unk	nown)	Proposal		
		VESTRY ROAD	GA	AIRLOCH ROAD

Council

	Martin Dated / Occurrently Dated	•		
Junction	Vesty Road / Oswyth Road	1	Time	11000 10000
Date	5 March 2013 Paul Gellard / Tim Walker		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single			
	carriageway			
Speed limit	20 mph			
Vehicles parked within	Yes		OSWYTH	ROAD
0-5m of junction	Yes		OSWYTH	
Vehicles parked within 5-10m of junction		VESTRYROAD	B	
Features reducing	✓ Parking	R	Ø	
inter-visibility	x Wall / Fence	RO		
	x Tree	S S		
	x Street furniture			\downarrow
	x Other	E '		
Dropped kerb(s) at	Yes		δØ, Ι	
junction(s)			1	H
Photo 1		Photo 2		
Aerial photo (Date unk	nown)	Proposal		
		VESTRYROAD	OSWYTH	ROAD

Southwark Council

Investion	Veets Deed / Linnell Deed			
Junction	Vesty Road / Linnell Road		Times	44
Date	5 March 2013		Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker			
Site summary		Site sketch		
Road classification	Local street single			
	carriageway			
Speed limit	20 mph			
Vehicles parked within	Yes	VESTRY ROAD	~	
0-5m of junction		2	6-11	
Vehicles parked within	Yes	RO		IL ROAD
5-10m of junction		1 3	- 1	NNELLROAD
Features reducing	✓ Parking	1	1	
inter-visibility	x Wall / Fence		\rightarrow	
-	x Tree			
	x Street furniture			
	x Other		$\int f$	
Dropped kerb(s) at	Yes			, F
junction(s)				
Photo 1		Photo 2		
Aerial photo (Date unk	nown	Proposal		
		VESTRY ROAD		NNELL ROAD